

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

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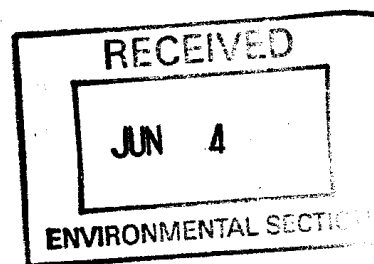
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May 26, 2002

File: 3130-2-3 DOT/PF RSA Kotzebue Shore Avenue

Reference: ADOT&PF Project No. 60788

Kerri Martin
Department of Transportation and Public Facilities
Environmental Section
2301 Peger Road
Fairbanks, AK 99709



Dear Kerri:

Enclosed please find two copies of the draft report for our investigations associated with the Kotzebue Shore Avenue investigations for your review. A draft budget estimate for Phase 2 investigations is also enclosed. Please feel free to call Alan at 269-8713 if you have any questions.

Sincerely,

Charles E. Holmes, Ph.D.
Archaeological Survey Unit
Office of History and Archaeology

**Preliminary Report of Investigations along Kotzebue's Shore Avenue,
Kotzebue, Alaska (ADOT&PF Project No. 60788)**

Alan D. DePew and Rolfe G. Buzzell

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April 2002**

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ABSTRACT

In July 2001, the Office of History and Archaeology (OHA), Alaska Division of Parks and Outdoor Recreation, conducted a reconnaissance level pedestrian survey and archaeological testing project in conjunction with proposed improvements to Shore Avenue (locally known as Front Street) in Kotzebue, Alaska. Concurrently, an initial investigation of the historic nature of buildings along Shore Avenue was conducted. This investigation was funded through a reimbursable services agreement between OHA and the Alaska Department of Transportation & Public Facilities (ADOT&PF). The investigation was part of the Section 106 process associated with the ADOT&PF Kotzebue Area Roads, Shore Avenue improvements project (ADOT&PF Project No. 60788). The purpose of the project was to identify historic properties that might be affected by the proposed undertaking.

Twenty-seven test units were excavated during 2001, of which twenty-five contained intact cultural deposits. A preliminary investigation of the buildings was conducted concurrent with the archaeological testing. A total of 107 buildings or structures were identified, 65 of which are less than 50 years old and 42 are 50 years old or older.

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I. Introduction

In July 2001, the Office of History and Archaeology (OHA), Alaska Division of Parks and Outdoor Recreation, conducted a reconnaissance level pedestrian survey and archaeological testing project in conjunction with proposed improvements to Shore Avenue (locally known as Front Street) in Kotzebue, Alaska (Fig. 1). Concurrently, a preliminary investigation of the historic nature of buildings along Shore Avenue was conducted. This investigation was funded through a reimbursable services agreement between OHA and the Alaska Department of Transportation & Public Facilities (ADOT&PF). The investigation was part of the Section 106 review process associated with the ADOT&PF Kotzebue Area Roads, Shore Avenue improvements project (ADOT&PF Project No. 60788). The purpose of the project was to identify historic and archaeological properties (cultural resources) that might be affected by the proposed undertaking.

The National Historic Preservation Act (NHPA) of 1966 (as amended in 1976, 1980, 1992, and 2001) is the main impetus for cultural resource surveys. Section 106 of NHPA, and its implementing regulations contained in 36 CFR §800, establishes a review process for all projects or undertakings involving federal funds, lands, or permits. The review process (generally called the Section 106 Process) requires that the lead federal agency takes into account the potential impact of the undertaking on cultural resources. The process requires that the federal agency consult with state and local groups (including Native American organizations as well as non native entities) prior to impact on significant cultural resources. Significant is defined as sites that have been listed or are determined eligible for listing in the National Register of Historic Places. Cultural resources within the area of potential effect (APE) associated with a specific project (typically the foot print of the undertaking) must be identified and evaluated for eligibility prior to commencement of the undertaking. State policies governing historic preservation and archaeological sites are contained in the Alaska Historic Preservation Act of 1971 (Alaska Statute 41.35, as amended in 1974) and its implementing regulations (11 AAC 16).

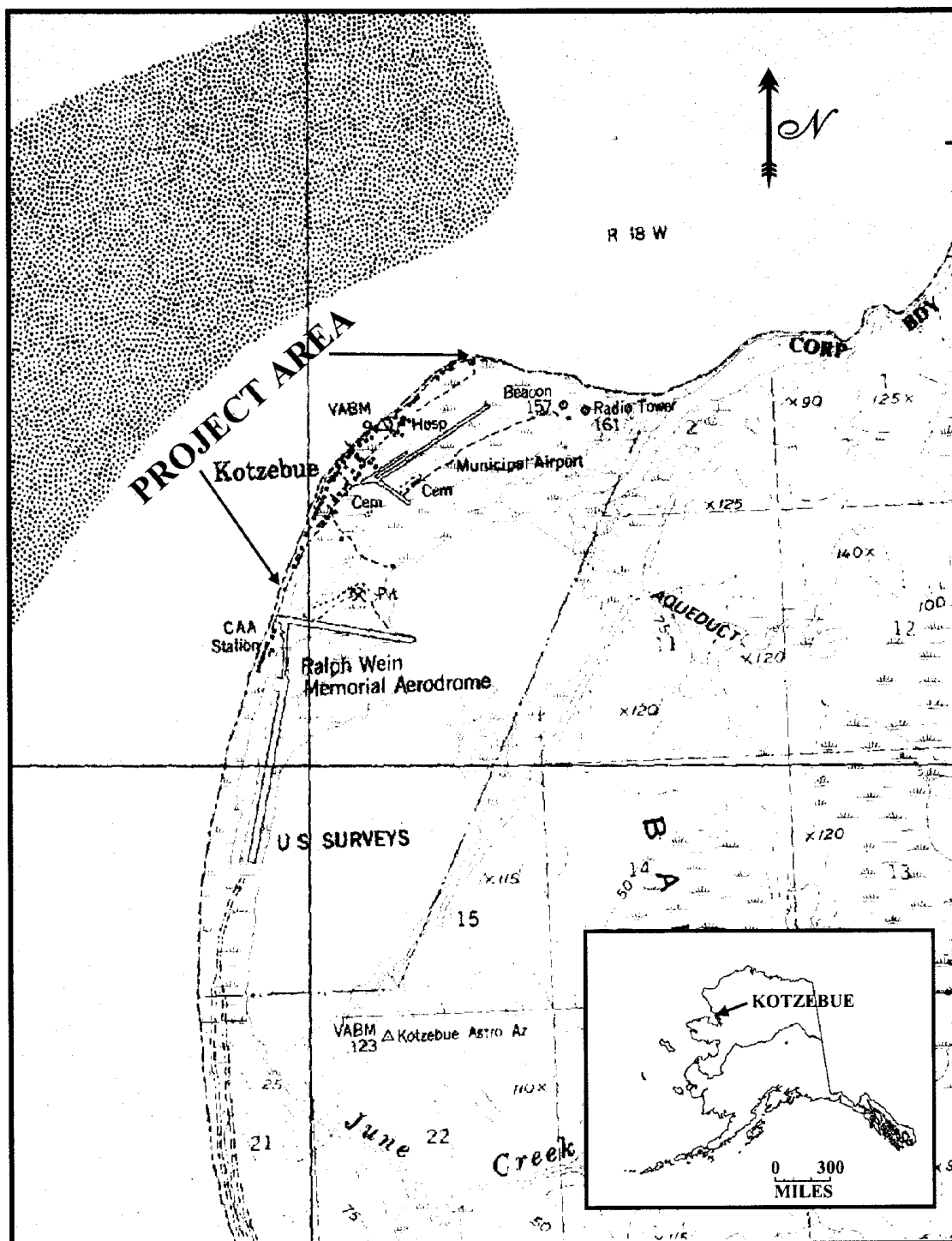


Figure 1. Location of Project Area in Kotzebue, Alaska.

II. Project Location and Description

The proposed project is located in the city of Kotzebue in western Alaska on the Baldwin Peninsula (Fig. 1). The City of Kotzebue requested the improvements to protect the road and adjacent beaches from ongoing erosion, improve traffic flow and safety, and to provide esthetic enhancements along the coast, including visitor amenities. The City's request was a result of their planning efforts and traffic analysis as addressed in their Transportation Plan of 1997.

Shore Avenue (Fig. 2), locally known as Front Street, runs along the shore of Kotzebue Sound from roughly Lake Street on the southwest end to Rurik Way near the barge landing and Crowley Marine Services dock on the northeast end. Shore Avenue is a narrow, gravel road bordered on the west by the shores of Kotzebue Sound and on the east by residential structures and businesses. Two-way traffic is often impeded along the road, particularly near the center of town where numerous businesses are located. The buildings along this street often abut immediately to the roadway, and residents report that damage to porches during snow plowing is common. Despite numerous attempts to stabilize to shoreline, erosion resulting from storms and ice packs has been an on going problem.

ADOT&PF has identified a number of problems with the existing layout and use of the road. Design problems include 1) ongoing erosion, 2) narrow width of the corridor, no formal parking (people typically park wherever they feel), 3) no pedestrian facilities, 4) lack of sight distance, 5) numerous T-intersections lacking sufficient sight distance, 6) extremely limited right-of-way on the land side, and 7) projected increase in traffic in the future. The proposed project plans to redevelop the bank stabilization wall along the shores of Kotzebue Sound as well as construct improvements to Shore Avenue. Improvements to Shore Avenue may include widening of the road to two lanes the entire length, sidewalk and storm drain installation, parking areas near the businesses in the center of town, and possible tourist amenities, such as viewing platforms. Several alternatives exist, and final plans have not been formalized.

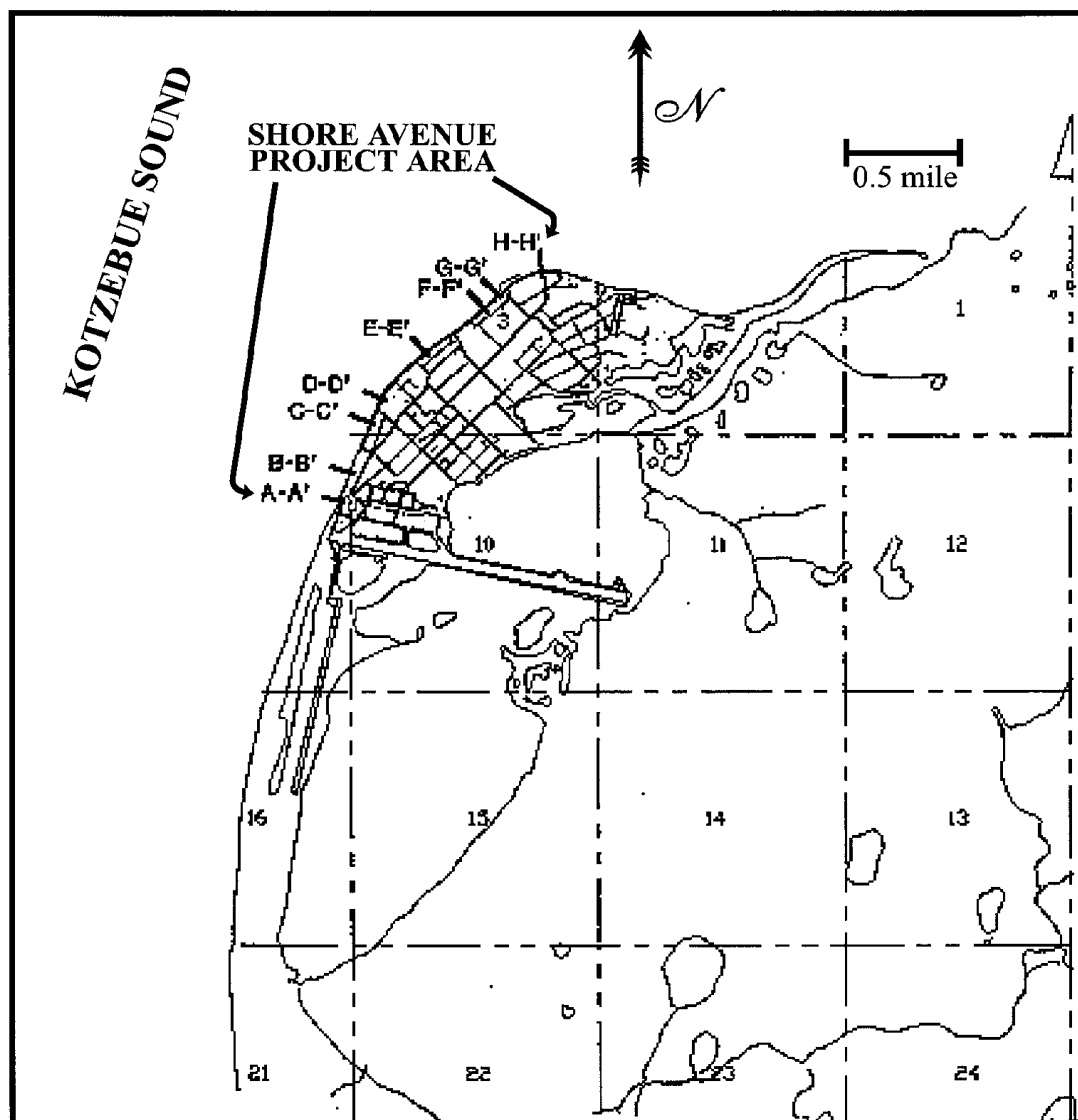


Figure 2. Map of Kotzebue showing Shore Avenue Project Area.

III. Background Information

Environmental Overview

The Baldwin Peninsula extends in a general northwesterly direction into Kotzebue Sound, and is bordered on the east by Hotham Inlet. Kotzebue is located in a transitional climate zone, characterized by long, cold winters and cool summers. The average low temperature during January is -12°F, with the average high during July is 58°F. Temperature extremes have been measured from a low of -52°F to 85°F. Snowfall averages 40 inches, with total precipitation of 9 inches per year. Kotzebue Sound is typically ice-free from early July until early October (ADCED 2002).

The Kotzebue Sound Subregion includes all drainages emptying into Kotzebue Sound from the crest of the De Long Mountains and the Brooks Range (Selkregg 1976). The area falls within the Kobuk-Selawik Lowland Physiographic Province, characterized by broad flood plains and lowlands with many lakes (Selkregg 1976). Kotzebue Sound and Hotham Inlet receive great quantities of sediments from the river systems, and the waters are generally shallow.

Previous Research

Archaeological research in the community of Kotzebue has been sporadic and intermittent through time. Much of the research has focused on fulfilling Section 106 responsibilities associated with specific undertakings, and few to no comprehensive investigations have occurred. Presentation here focuses specifically on the work done in the community.

The earliest investigation was conducted by Giddings (1952, 1967). Giddings was focusing his research on testing of archaeological sites along the Kobuk River to gain samples for a dendrochronology study to help date these sites (1952, 1967). In 1941 and 1947, Giddings excavated at four locations around Kotzebue (Gal 1986; Giddings 1952). Although Giddings reports to have excavated thirteen houses at Kotzebue, he did not generate a map depicting the locations of his excavations. Gal (1986) has made cogent arguments for their general placement (see Fig. 3), although their exact boundaries have not been verified.

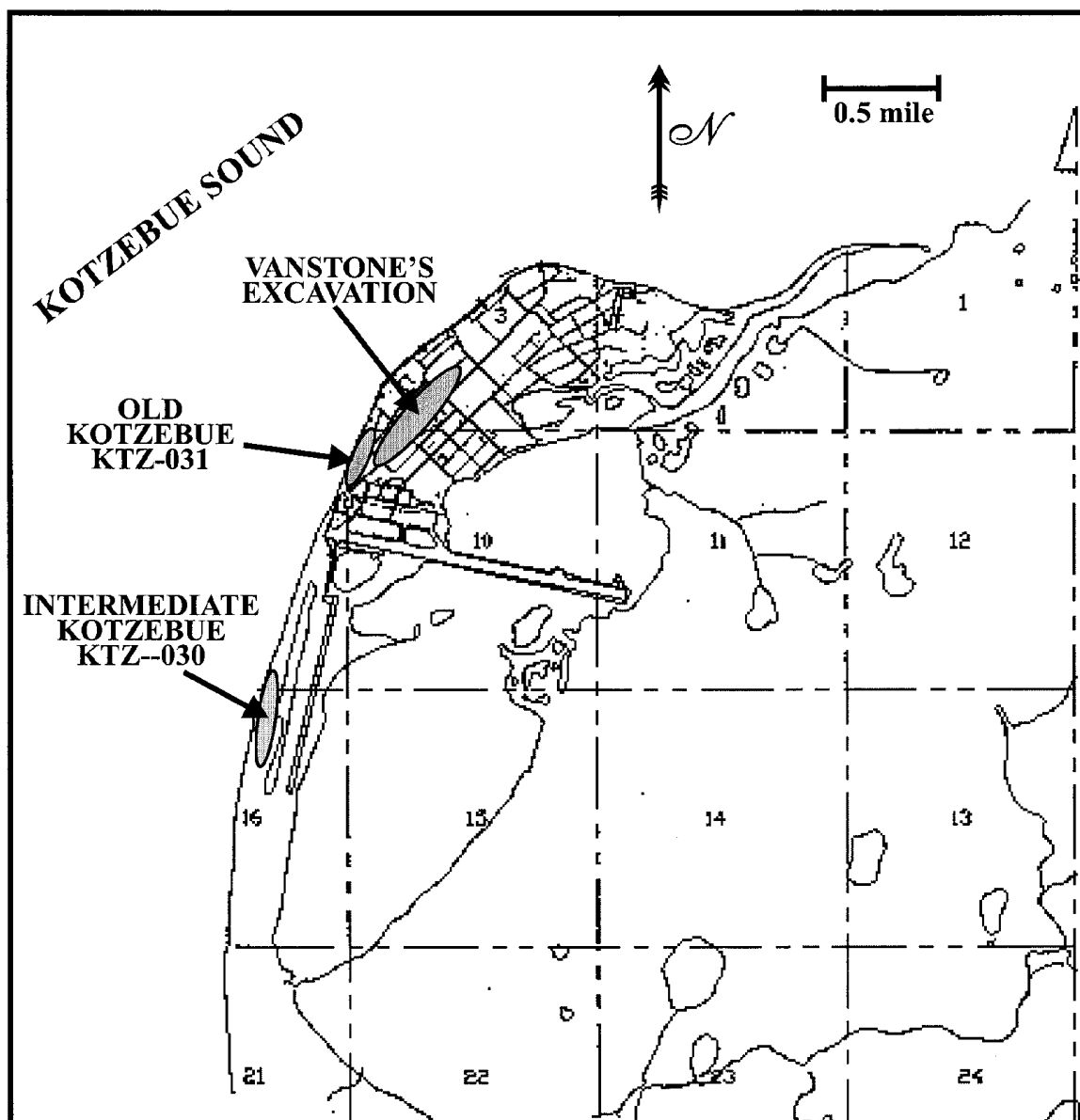


Figure 3. Street map of Kotzebue showing Gal's (1986) locations for sites.

Giddings (1952) did apply names to the locations of his excavations (Fig. 3). The Intermediate Kotzebue Site (KTZ-030) was located circa two miles beyond the 1941 village along an old beach line, beyond the current airport. Old Kotzebue Site (KTZ-031) ran from within the 1941 village to beyond its confines toward the Intermediate Kotzebue Site, largely along Shore Avenue itself. A single housepit was excavated midway between the two sites. The remaining site, for which a formal name was never given, was reported to be at the furthest point from the village in the vicinity of the communal ice cellar. Gravel extraction in the past has completely obliterated this site.

Based on his excavations in Kotzebue, and dendrochronology data from sites along the Kobuk River, Giddings was able to date Intermediate Kotzebue to around A.D. 1550 and Old Kotzebue to A.D. 1400. He was further able to use the combined data to generate the following list of occupations for the Kobuk Drainage and Kotzebue (Giddings 1952):

Ambler island	AD 1730-1760
Intermediate Kotz	AD 1550
Old Kotzebue	AD 1400
Ekseavik	AD 1400
Ahteut	AD 1250

VanStone (1955) conducted additional excavations at Kotzebue in 1951. He excavated eight house pits over "...an area about one half mile in length, a good part of which was located in back of the present village" (1955:78). As with Giddings, VanStone did not provide a map, although again, Gal (1986) has made efforts to plot their locations (Fig. 3). Dating of the site showed it to have been largely occupied between the time of Old and Intermediate Kotzebue.

Subsequent to the investigations of Giddings and VanStone, most work has been limited to surveys, limited testing, or data recovery associated with specific impacts. Newell and Stern (1976) conducted a survey for the Public Health Service in 1976, in preparation for new water systems and expansion of the sewage lagoons. They reported on two housepits on private property along Rurik Way. Six sites were reported in the vicinity of the sewage lagoon expansion, including a prehistoric human burial associated

with whale bone (Newell and Stern 1976, see also Gal 1986). Later that summer, Scott (1976) undertook the excavation of the whale bone burial. Scott encountered multiple burials in the location spanning an unknown period of time. Fourteen intact burials were recovered from the location, as well as the partial remains of 34 or more individuals interpreted as a reinternment. The human remains that were discovered were removed and reburied with the cooperation of the NANA Regional Corporation.

The area between the western shore of Isaac Lake and Kotzebue Sound was investigated in 1978 as it was slated for gravel extraction by ADOT&PF (Smith 1978). No evidence of cultural resources was noted in the test cut made for gravel extraction, and testing in the vicinity also did not encounter cultural resources, although KTZ-030 (Intermediate Kotzebue) is located immediately to the north. A gravel road through the area was reported to have artifacts and human bone scattered over an area of four to five hundred feet (Smith 1978).

During 1981, Stern (1982) performed a general assessment of the archaeological potential of several streets in Kotzebue. His statement concerning Shore Avenue is of particular importance here:

"Virtually every excavation for house foundation, meat cellar, or new building construction(e.g., the Nu-luk-vik Hotel, or the addition to Hanson's Store) have unearthed artifacts from the late prehistoric period (Stern 1982:143)."

Contradictory opinions do occur. During an investigation for a shore line stabilization project, Desson (1985) identified only modern structures and uses of the beach, emphasizing that the road has repeatedly been subjected to erosion so that buried cultural deposits probably no longer exist.

The best general overview of our current state of knowledge about the archaeology of Kotzebue is summarized in the *Request for Determination of NRHP Eligibility of the Kotzebue Archaeological District (KTZ-036)* prepared by Robert Gal (1986), then with the Bureau of Land Management. The District was determined eligible for inclusion to the National Register of Historic Places (NRHP) in 1986. The District boundaries include the entire spit, of on which the community of Kotzebue occupies the northern portion (Fig. 4).

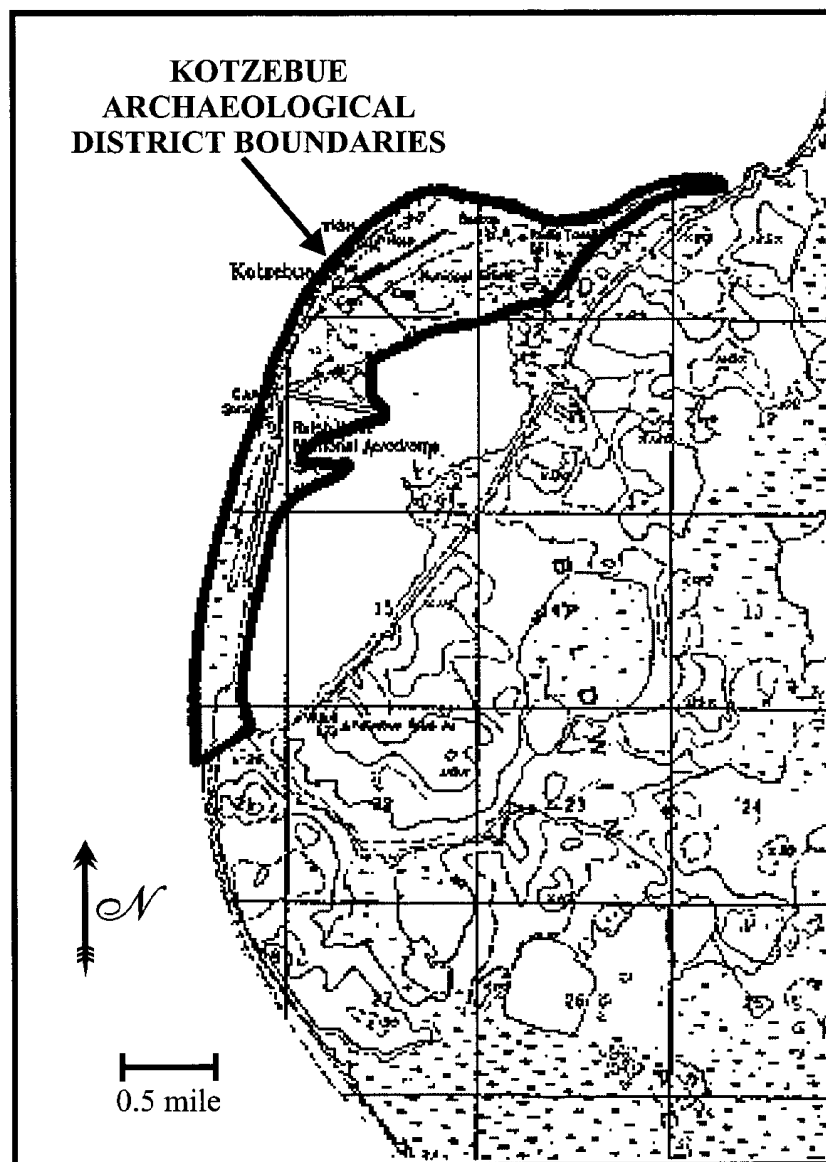


Figure 4. Depiction of the Kotzebue Archaeological District (KTZ-036).

Ethnographic Overview

The project area falls within the territory of the Inupiaq peoples. The Inupiaq are the westernmost representative of the Inuit Eskimo peoples spread across northernmost North America to Greenland. The Inupiaq area is typically divided into two dialect groups, including the Seward Peninsula group (Bering Straits and Qaviazaq dialects) and a North Alaska group (Malimiut and North Slope dialects) (Burch 1988; Woodbury 1984). Specifically, the Baldwin Peninsula and lower Noatak River and northern shores of Kotzebue Sound were utilized by a sub dialect group of Malimiut Inupiaq referred to as the Qikiqtarzurmiut (Burch 1988).

Burch (1988) has proposed that nineteenth century Inupiaq population was organized into twenty-six autonomous societies. Distinctive features which characterized these societies included self identification through a shared "group" name, an ideology of distinctiveness from their neighbors, identification or ownership of a discrete territory, possession of a distinct sub dialect, a relatively high level of endogamy, a shared yearly cycle of movement through their territory, and a material culture that was distinct either in detail of structure or decoration (Burch 1988:4).

These Inupiaq societies possessed a very simple structure consisting of highly autonomous family units. No one individual's or set of individuals' sphere of influences affected every family in the system. These societies were basically comprised of networks of families related to each other through intermarriage and other kinship ties that develop from several generations of interfamily marriage (Burch 1988:5).

Settlements typically were made up of groups of related individuals. The seasonal round for the Qikiqtarzurmiut in general involved trips in the spring to the Cape Krusenstern area for sealing and other marine mammal hunting. Fall and winter settlements were generally in fishing locations on the lower Noatak River. The exception was the summer fair which occurred either at Sheshalik west of the mouth of the Noatak River or on the Baldwin Peninsula where the community of Kotzebue now exists. People from throughout the region came in mass to this fair, some from as far away as Point Hope and Wales, even occasionally from the Bering Strait islands and the Asiatic

mainland, for trade as well as to hunt beluga whales (Burch 1984; 1988). The fair undoubtedly played an important role in maintaining the identity of the group of related sub dialects.

Contact History

The German Lieutenant Otto von Kotzebue “discovered” Kotzebue Sound in 1817 for Russia, and named the body of water after himself (Orth 1976). The first mention of a native settlement at the present location of Kotzebue was made by Captain Beechey of the H.M.S. *Blossom* (Beechey 1831). In July of 1826, the *Blossom*'s barge was approached by 150 men in fourteen skin boats. The barge was under the charge of Elson, who found the entrance to Hotham Inlet to shallow to enter. Elson reportedly landed in Kotzebue Sound east of the opening to Hotham Inlet (Beechey 1831), but his account does not specify the location of the settlement. The barge passed Kotzebue again in early September of 1826, with Beechey reporting that none of the tents remained. Sheshalik was definitely visited by Beechey (1831) in October, but he does not mention whether it was the same location mentioned by Elson. The current locations of Kotzebue and Sheshalik apparently were both used as the gathering place for the summer trade. It is unclear whether the two locations were ever used at the same time. In 1880, Hooper (1881), in charge of the U.S. Revenue cutter *Corwin*, left Lieutenant Burke at a trade center at Cape Blossom to inspect European vessels for contraband. The trade settlement reportedly contained 1200 people in 1880. The following year, the trade fair had relocated back to Hotham Inlet at Sheshalik (Nelson 1899). Nelson plotted the location of “Sheshalegamut” (Sheshalik, Sesualik) and Kikiktagmiut, the site of modern Kotzebue, as settlements.

Stoney (1900) took on fresh water for his vessel the *Ounalaska* at the location of Kotzebue in September of 1884 with the assistance of Natives encamped on the beach. Stoney referred to the location as “the trading station” (Stoney 1900). In August of 1884, Cantwell (1889) camped on the beach at the current location of Kotzebue while waiting for his support vessel the *Corwin*. Cantwell (1889) anchored his steam launch in the lagoon to the east, naming it Refuge Inlet.

Increased use of the area by Europeans and Euroamericans slowly lead to more permanent settlement. The community was named after Kotzebue Sound in 1899 when a post office was established. Since the turn of the century, expansion of economic activities and services in the area have enabled Kotzebue to develop relatively rapidly. The City of Kotzebue was formed in 1958. An Air Force Base and White Alice Communications System were later constructed.

IV. Methods

The purpose of the investigations conducted by OHA was to determine if intact cultural deposits remained under Shore Avenue. Additional goals included assessing what the deposits might elucidate about prehistoric use of the area, the place of the deposits in the local cultural history, and to preform an initial investigation of the historic nature of the buildings along Shore Avenue. Informal interviews were conducted with residents of Kotzebue to gain information about where cultural resources had been encountered in the town. General agreement was made by locals that the "old igloos" or old sod houses had occurred in the locations of the current buildings and houses along Shore Avenue, particularly in the northeastern end of town. The area immediately east of Shore Avenue, on which the houses and buildings have been constructed, represents the last beach ridge deposited (Fig. 5).

The approximately 1.2 miles of road area to be tested was first visually inspected by a pedestrian survey to assess disturbance and to develop a testing strategy. The testing area ran from Lake Street on the southwesterly end to Rurik Way on the northeast end. Testing began at Lake Street, proceeding north. Archaeological testing consisted of the excavation of twenty-seven test units placed in judgmental strategy (Fig. 6). The judgmental strategy was based on considerations of accessibility (whether vehicles, residents, or other items limited access), known disturbance from construction activities, as well as safety consideration. Intervals between tests were generally 50m or less.

Archaeological testing involved excavation of test pits ranging in size from 50 cm² to 75 cm². The overlying gravels used to construct the road were carefully removed with a pick axe and processed through a ¼" mesh screen. The remaining pit was

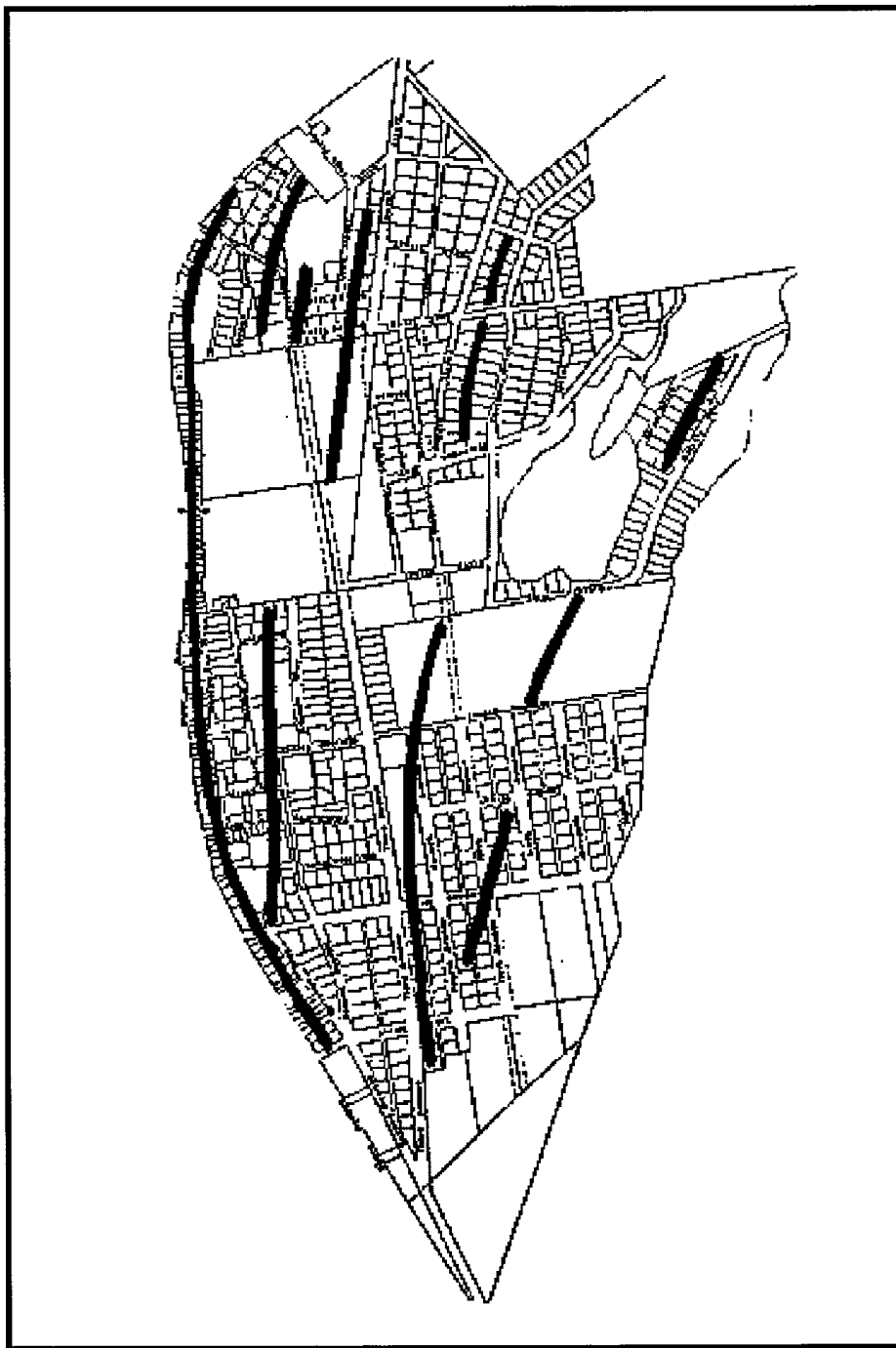


Figure 5. Gal's (1986) interpretation of Kotzebue beach ridges.

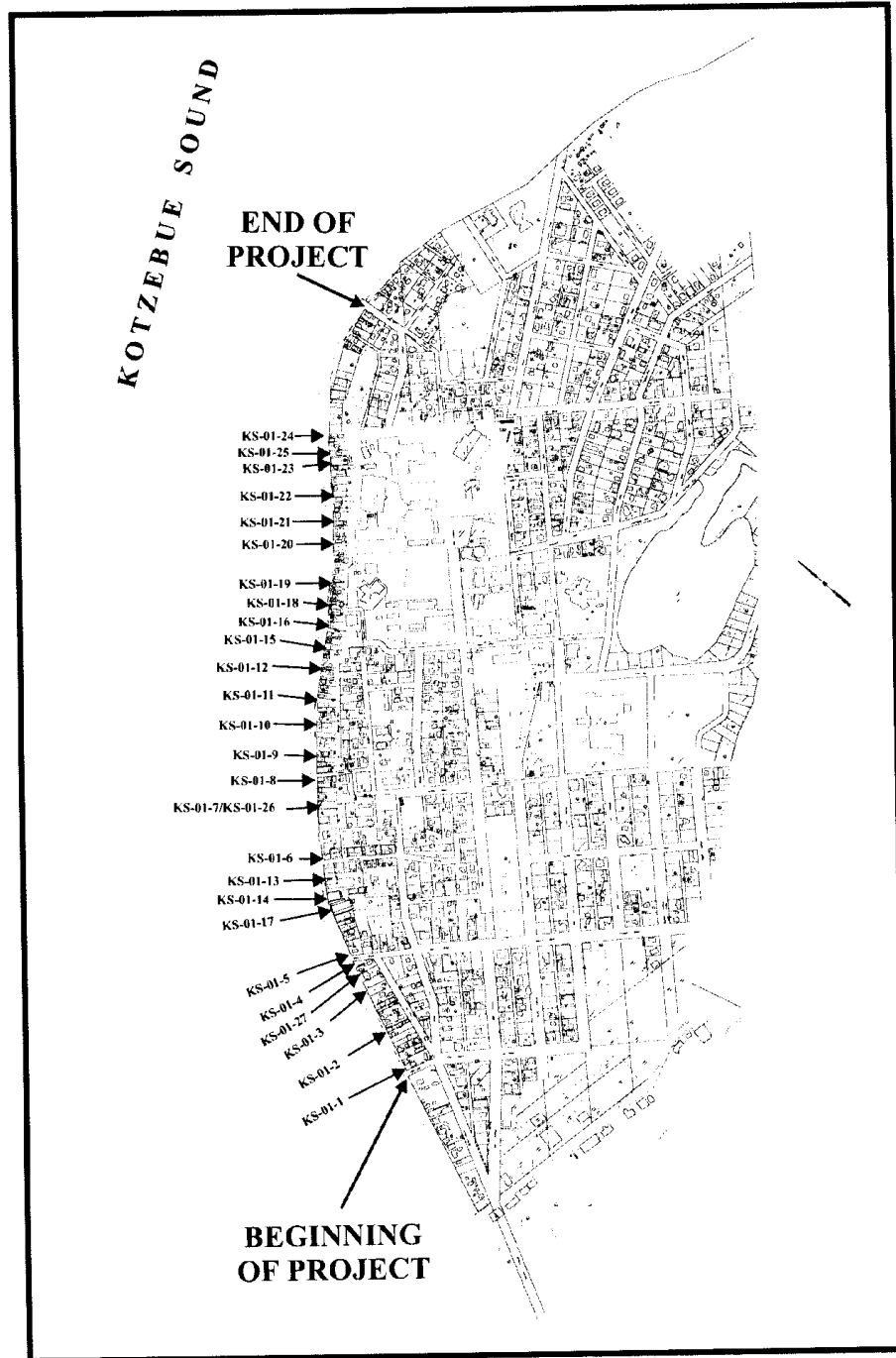


Figure 6. Map depicting location of test pits excavated in 2001.

excavated with a combination of shovel and trowel in approximately 10cm arbitrary levels with attention to natural levels when possible. All deposits were also screened. Test units were typically excavated to sterile deposits, although in some instances they were terminated when the hole became too deep to continue without expanding the unit (depths greater than approximately 1m). Artifacts were collected with the greatest level of distinction of their location possible. Faunal remains were identified in the field to general taxa and reburied. Stratigraphic information was recorded for each unit excavated.

Concurrent with the archaeological testing, a preliminary investigation of the buildings along Shore Avenue was conducted. Photos were taken when permission was available, measurements and descriptions were taken, and informal interviews were conducted with residents concerning the age of the structures and their history of use. Some buildings were known to be more than fifty years old.

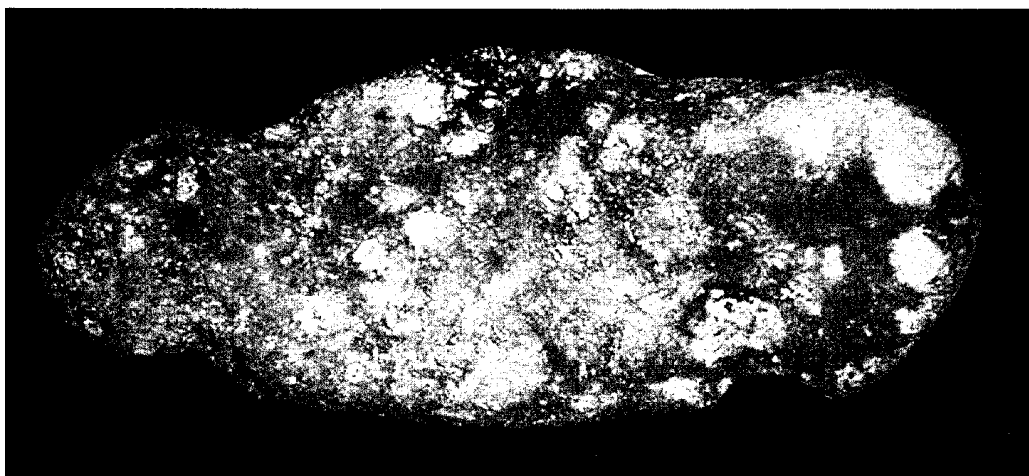
V. Results of Investigations

Twenty-seven test pits were excavated along Shore Avenue (Fig. 6). The test units were identified by a field designation (KS-01- #) with a sequential series of numbers assigned to the pits as they were dug. The location of each test was tied into utility poles and the street addresses of the houses. The majority of the tests (25 of 27, 92.6%) encountered intact archaeological deposits including minimally faunal remains, but also tools, pottery, and lithic debitage. A total of 128 artifacts were recovered from the testing. Table 1 provides a summary of the excavation information for the tests. Figures 7-9 show representative artifacts recovered from the testing.

The items recovered correspond well with the items recovered by Giddings (1952) and VanStone (1955). The artifacts recovered indicate a late prehistoric to historic occupation of people's utilizing both marine and terrestrial resources. Preservation of organic materials was good in the test units excavated in 2001. Both tools as well as faunal remains were encountered. Interpretation of the faunal remains from Kotzebue has been identified by many northern archaeologist as a critical need for the archaeology of the area.

Table 1. Summary recovery data from Shore Avenue testing.

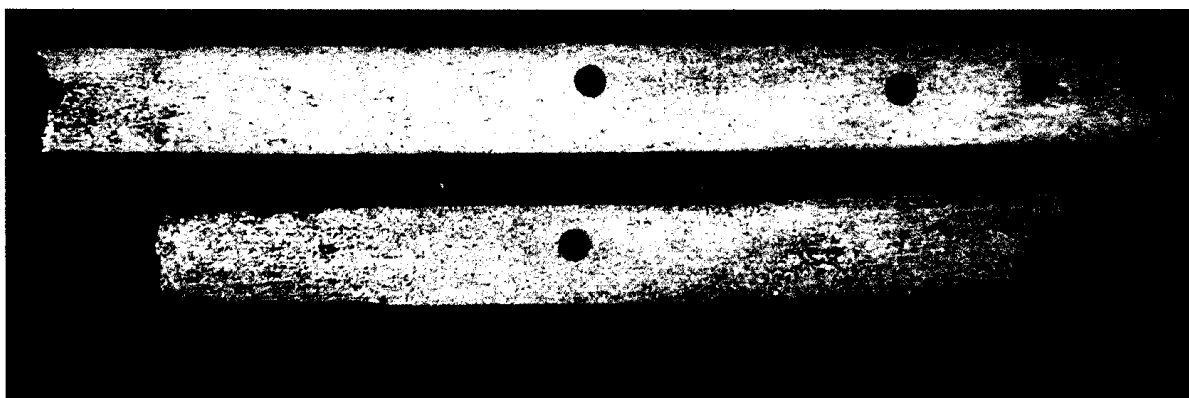
Test Unit	Excavation Depth	Recovery Summary
KS-01-1	84 cm	
KS-01-2	75 cm	fauna, 4 chert flakes
KS-01-3	72 cm	fauna, utilized flake
KS-01-4	90 cm	worked ivory fragment, chert flake, bola weight, fauna
KS-01-5	85 cm	pottery-10 body sherds (5 gravel, 5 sand temper), 2 chert, 2 ivory flakes
KS-01-6	72 cm	
KS-01-7	84 cm	notched stone, dense fauna, adze, core, worked bone, wood, ivory pieces
KS-01-8	69 cm	antler arrowhead , fauna
KS-01-9	70 cm	2 chert flakes, 1 ivory flake
KS-01-10	95 cm	fauna, wood, cut whale bone, harpoon base
KS-01-11	82 cm	ivory awl and lashing piece?, sandstone saw?, chert flake, fauna
KS-01-12	85 cm	ground stone flake(adze fragment?)
KS-01-13	94 cm	fauna, 2 sled runner sections
KS-01-14	104+ cm	fauna, possible hearth feature, net sinker, pottery-3 body sherds gravel temper, dense fauna
KS-01-15	101 cm	fauna, pottery- 1body 1 rim sherd, sand temper, fauna
KS-01-16	78 cm	copper blade, fauna
KS-01-17	89 cm	pottery-body sherd, fiber temper, check stamped, ground stone fragment, bone fish lure, fauna
KS-01-18	85+ cm	harpoon base fragment, chert endblade base, 3 flakes, fauna
KS-01-19	75 cm	wood lens, antler arrowhead base
KS-01-20	65 cm	historic whetstone
KS-01-21	75 cm	fish remains, pottery-body sherd fiber tempered, chert flake
KS-01-22	70 cm	antler wedge, flake
KS-01-23	85 cm	pottery- body sherd sand temper
KS-01-24	90 cm	whalebone mattock/pick, sled runner, pottery-7 body, 2 rim sherds gravel temper, 4 body sherds fiber temper, 1 check stamp, adze fragment, blunt arrowhead, 2 chert flakes
KS-01-25	79 cm	pottery-3 body sherds, fiber temper, 1 with lashing hole, unifacial endscraper, faunal remains, sled runner
KS-01-26	87 cm	2 chert flakes, scoria abrader?, faunal remains
KS-01-27	102 cm	12 chert flakes, pottery-2 body sherds gravel temper, ground slate knife, fauna remains



Notched Stone/Net Sinker

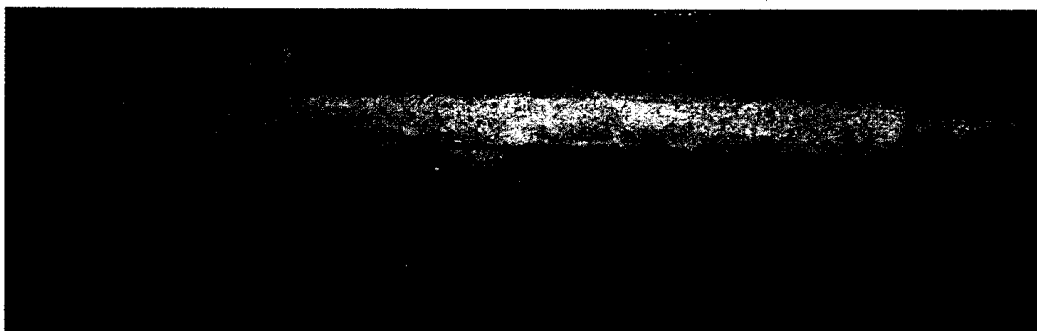


Whalebone Pick

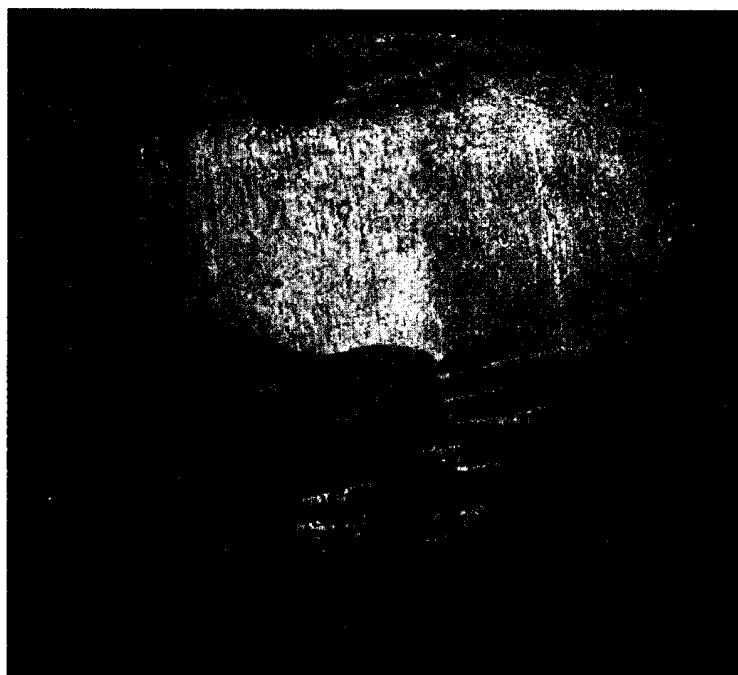


Sled Runner

Figure 7. Representative artifacts recovered during Shore Avenue testing.



Antler Arrowhead

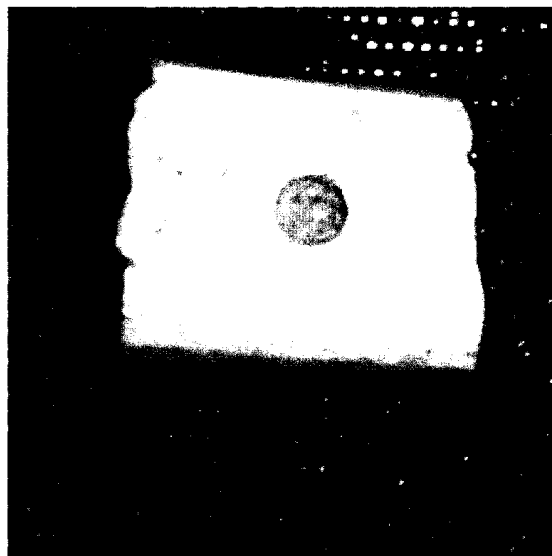


Ivory Bola(?) Weight

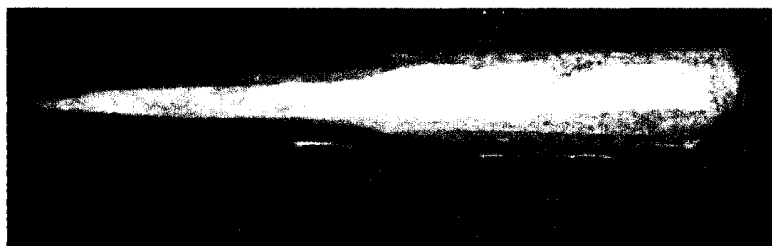


Ivory Awl

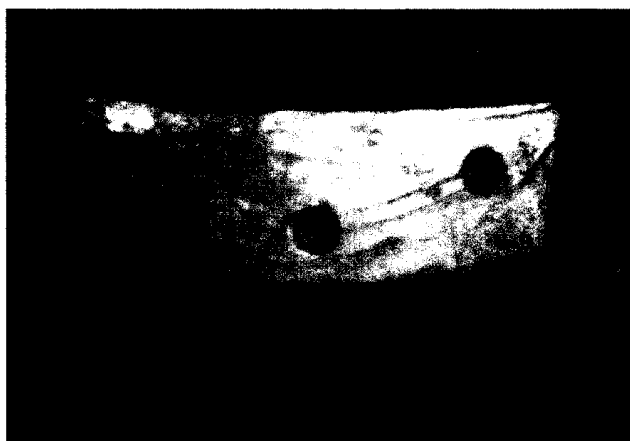
Figure 8. Representative artifacts recovered during Shore Avenue testing.



Worked Ivory



Antler Blunt Arrowhead



Ivory Lashing Piece

Figure 9. Representative artifacts recovered during Shore Avenue testing.

VII. Summary and Recommendations

Investigations conducted in 2001 along Kotzebue's Shore Avenue encountered buried and intact archaeological deposits in 25 of the 27 test units excavated. The archaeological deposits include faunal remains, stone and organic tools and tool fragments, lithic debitage, and pottery fragments. The stratigraphy of the test units appears to reflect at least two separate occupation components. On the basis of diagnostic associated artifacts and pottery fragments, the components appear to be associated with late prehistoric archaeological use of the area during the last 600 years. Several items recovered suggest an earlier occupation related to the Norton Tradition which is dated between 2500 to 1500 years ago. No significant structural remains were encountered, likely due to the fact that Shore Avenue is thought to overlay the area that would have been in front of the older as well as current dwellings.

The preliminary historic building survey identified 107 buildings and structures along Shore Avenue (see Appendix A). Those buildings and structures ascertained to be about fifty years old or older is forty-two. The greatest number of older buildings and structures are located in the northern portion of Kotzebue where the original town started. Table 2 provides relative age summaries for these buildings based on our current knowledge.

Table 2. Summary of Estimated Period of Construction for Shore Avenue Buildings.

Time Period	Number of Buildings
1900-1910	4
1910-1920	2
1920-1930	6
1930-1940	1
1940-1950s	27

Additional testing is necessary to ascertain how far towards the beach the archaeological deposits extend. This work will provide information to be utilized in the consultation process to develop a Memorandum of Agreement between the interested parties addressing resolution of the adverse effect to the archaeological resources likely to occur as a result of the Shore Avenue project.

OHA proposes a two week field investigation to conduct more extensive testing in Kotzebue during the Summer of 2002. The specific goals of the 2002 project are:

- 1) Determine the horizontal distribution of the archaeological deposits towards the beach. Erosion has been an ongoing problem and may have washed away portions of the archaeological deposits beneath Shore Avenue. Additional testing will help clarify the extent of the deposits.
- 2) Expand the recovered artifact assemblage to help discern the culture historical periods represented along Shore Ave, as well as obtain information about activities conducted by the prehistoric occupants.
- 3) Obtain materials for radiocarbon dating to identify the period of occupation represented.
- 4) Recovery of faunal remains to conduct analysis concerning reconstructing dietary intake and seasonality.
- 5) Finish collecting data on the buildings and structures along Shore Avenue for determination of eligibility to the National Register of Historic Places.

Two trenches will be excavated to determine the distribution of archaeological deposits towards the beach. One will be excavated in the northern portion between Bison Street and Rurik Way, the other between Lagoon Street and Tundra Way.

Excavation will begin with removal of the overburden consisting of road gravels. The 2001 testing indicated that there is a fairly sharp transition between the road deposits and the underlying beach and archaeological deposits. The road gravels were screened during the 2001 testing and they were devoid of archaeological materials or even recent garbage. As such, the road gravels will not be screened until the transition to the deposits below are reached.

The underlying archaeological deposits and the sterile beach lens which separate them will be excavated in 10cm arbitrary levels with attention to the stratigraphic layers they contain. These deposits will be screened through ¼ inch screens. Should we begin to encounter many small items, such as beads, we may add the ⅛ inch insert screens. All artifacts and faunal remains will be collect for analysis. Three point provenience data will be taken for artifacts when possible, faunal remains and debitage will be collected in level bags. Profiles will drawn of the trenches.

It is believed that Shore Avenue overlies the front of the outer beach ridge. Most burials recovered in Kotzebue have been behind the outer beach ridge. The likelihood of encountering intact human remains is felt to be extremely low, though isolated fragments may occur. Nevertheless, a formal burial protocol will be established prior to excavation with the appropriate Native groups. The basic tenets of the burial protocol will how to handle the inadvertent discovery of human remains during our testing. If human remains are encountered during testing, work will immediately cease in that area until consultation with ADOT&PF, the SHPO, and the respective Native Organization can occur.

Archaeological specimens recovered will be transported back to Anchorage for analysis and write up. The items will be analyzed in the OHA laboratory. Unless otherwise specified, the materials will be accessioned for ultimate curation at the University of Alaska Museum.

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Appendix A
Inventory of Buildings along Kotzebue's Shore Avenue

DRAFT

INVENTORY OF BUILDINGS

KOTZEBUE SHORE AVENUE (FRONT STREET) IMPROVEMENT PROJECT

July 2001

Key: * = Building has lost historic integrity
 ** = Building is not historically significant
 # = building address is on a cross street
 (D) = part of a historic district
 ? = eligibility needs to be determined
 [Side street is Lake Street]

Street Number	Type	Built	NRHP Eligible	AHRS No.	Legal Description	Hist./Current Name
121-B	Residence	Moved here in 1993	No		Lot 16, Blk 7, USS 2863	
121-D	Residence	1970s.	No		Lot 16, Blk 7, USS 2863	
122	Residence	1996.	No		Lot 15, Blk 7, USS 2863	
123	Residence	1947-48	?	KTZ-	Lot 14A, Blk 7, USS 2863	Sara Evak House
124	Residence	Moved here in 1986	No		Lots 12-13, Blk 7, USS 2863	
125	Residence	1982	No		Lot 11, Blk 7, USS 2863	
126B	Residence	1974	No		Lots 10-11, Blk 7, USS 2863	
126C	Resid./Cache	1954-55	No		Lot 10, Blk 7, USS 2863	<i>Dan Henry's Residence</i>
127	Residence	1954	No		Lot 9, Blk 7, USS 2863	
127-A	Shop (Resd)	1956	No		Lot 9, Blk 7, USS 2863	
127-B	Residence	1974	No		Lot 9, Blk 7, USS 2863	
128-A	Residence	Moved here in 1965	No		Lot 9, Blk 7, USS 2863	
128-B	Residence	Moved here in 1965	No		Lot 8, Blk 7, USS 2863	
128-C	Residence	1975	No		Lots 7-8, Blk 7, USS 2863	
129	Residence	1995	No		Lot 7, Blk 7, USS 2863	
132-A	Residence	1979	No		Lot 3, Blk 7, USS 2863	
133	Shed (Resd)	1928	?	KTZ-	Lot 2, Blk 7, USS 2863	Willie Hensely Sr House
134-A	Residence	1995	No		Lot 1, Blk 7, USS 2863	Herbert Adams Residence

[Side street is Lagoon Street]

300	Residence	1946-47	?	KTZ-	Lot 12, Blk 5, USS 2863	Ipalook House
301	Residence	1951	?	KTZ-	Lot 11, Blk 5, USS 2863	Art Fields House
301-A	Garage/Resid	1970s	No		Lot 12, Blk 5, USS 2863	

Street Number	Type	Built	NRHP Eligible	AHRS No.	Legal Description	Hist./Current Name
301-B	Commercial	1962	No		Lot 11, Blk 5, USS 2863	Empress Restaurant
302	Residence	1995	No		Lot 10, Blk 5, USS 2863	
303	Commercial	Late 1960s	No		Lot 9B, Blk 5, USS 2863	Bayside Inn
304	Commercial	1960s (???)	No		Lots 7-9A, Blk 5, USS 2863	Hanson's Grocery
305	Commercial	1960s (???)	No		Lot 6, Blk 5, USS 2863	Hanson's Dry Goods
308	Commercial	1975	No		Lots 4-5, Blk 5, USS 2863	Nullagvik Hotel
308	Industrial	1940s	?	KTZ-	Lots 4-5, Blk 5, USS 2863	Co-op Cannery Dock
308	Commercial	1975	No		Lots 1-3, Blk 5, USS 2863	Nullagvik Restaurant

[Site street is Tundra Way]

347*	Commercial	1970s	No		Lot 11, Blk 2, USS 2863	* (fronts on Tundra Way)
331	Church	1954	?	KTZ-	Lots 8-9, Blk 2, USS 2863	First Baptist Church
332	Residence	1958	No		Lot 9, Blk 2, USS 2863	
333	Commercial	1955	No		Lots 7-8, Blk 2, USS 2863	Ferguson/Eskimo Bldg
333-A	Residence	1907	?	KTZ-	Lot 8, Blk 2, USS 2863	Flood House
334	Residence	1985	No		Lot 5, Blk 2, USS 2863	
335	Residence	Pre-1951	?	KTZ-	Lot 4, Blk 2, USS 2863	Ruth Sandvik (Kiana)
336	Residence	1926 ca	?	KTZ-	Lot 2, Blk 2, USS 2863	John Schaeffer House
337	Residence	Late 1950s (?)	?		Lot 1, Blk 2, USS 2863	Art Jessup House

[Side street is Mission Way]

500	Commercial	1951	?	KTZ	Lot 16, Blk 1, USS 2082	Rotman's Store Bldg
500-A	Commercial	Moved here in 1959	No		Lots 14-15, Blk 1, USS 2082	Rotman's Annex
501	Residence	1946-47	?	KTZ-	Lot 13, Blk 1, USS 2082	Arctic Club
502	Resid/Comm	1920s	?	KTZ-	Lot 12, Blk 1, USS 2082	Kotzebue Fur Trading
503	Residence	1965	No		Lots 10-12, Blk 1, USS 2082	
504	[Demolished]	—	No		Lots 9-10, Blk 1, USS 2082	Old Wien Annex
505	Residence	1980	No		Lot 9, Blk 1, USS 2082	Drake's Camp
506-A	Residence	1942	?	KTZ-	Lot 8, Blk 1, USS 2082	Taylor House
506-B	Residence	1971	No		Lot 8, Blk 1, USS 2082	
506-C	Residence	1977-78	No		Lot 8, Blk 1, USS 2082	
506-D	Commercial	1996	No		Lot 8, Blk 1, USS 2082	Hamburger Stand
507	Warehouse	1946-47	?	KTZ-	Lot 7, Blk 1, USS 2082	National Guard Bldg
508	Warehouse	1951	?	KTZ-	Lot 6, Blk 1, USS 2082	Rotman's Warehouse
509	Residence	1945-47	?	KTZ-	Lot 5, Blk 1, USS 2082	Ester Jessup House
509	Resid. Ruins	Early 1950s	?	KTZ-	Lot 5, Blk 1, USS 2082	Jessup House Ruins

Street Number	Type	Built	NRHP Eligible	AHRS No.	Legal Description	Hist./Current Name
509-A	Garage	1963-64	No		Lot 5, Blk 1, USS 2082	
510	Residence	1925	?	KTZ-	Lot 4, Blk 1, USS 2082	<i>Kapak House</i>
510	Resid./Shed	1940s	?	KTZ-	Lot 4, Blk 1, USS 2082	
511	Residence	1980s	No		Lot 3, Blk 1, USS 2082	
511	Wood Boat	1955	No		Lot 3, Blk 1, USS 2082	
512	Residence	1918	?	KTZ-	Lot 2, Blk 1, USS 2082	<i>Abe Lincoln Log Cabin</i>
512-A	Residence	1946-47	?	KTZ-	Lot 2, Blk 1, USS 2082	<i>Abe Ito Residence</i>
512-B	Comm/Whrs	Moved here in 1970s	No		Lot 2, Blk 1, USS 2082	<i>Alaska Airlines Office</i>
512-C	Residence	1985 (?)	No		Lot 2, Blk 1, USS 2082	Gene Starkweather House
512-D	Shed	1940	?	KTZ-	Lot 2, Blk 1, USS 2082	<i>Abe Lincoln's Shed</i>
513	Residence	1970s	No		Lot 1, Blk 1, USS 2082	
515	Residence	1999-2000	No		Lot 1, Blk 9 USS 2082	
516	Residence	1948	?	KTZ-	Lot 2, Blk 9, USS 2082	<i>Leslie Williams House</i>
517	Residence	1995	No		Lot 3, Blk 9, USS 2082	
518	Residence	1994	No		Lot 4, Blk 9, USS 2082	
519	Residence	1904 (moved here 1952)	?	KTZ-	Lot 5, Blk 9, USS 2082	<i>Elwood Honeycut House</i>

[Side street is Shore Lane]

700	Warehouse	1970s	No		Lot 10, Blk 2, USS 2083	
701	Residence	1976	No		Lot 9, Blk 2, USS 2083	
702	Residence	1910s or 20s	?	KTZ-	Lot 8, Blk 2, USS 2083	<i>Lester Gallahorn House</i>
702-A	Residence	1950	?	KTZ-	Lot 8, Blk 2, USS 2083	
702-B	Residence	1976	No		Lot 8, Blk 2, USS 2083	Hanna Gallahorn House
703	Residence	1920s	?	KTZ-	Lot 7, Blk 2, USS 2083	<i>John Gallahorn House</i>
703-A	Residence	1942	?	KTZ-	Lot 6, Blk 2, USS 2083	<i>George Gallahorn House</i>
703-B	Residence	1974	No		Lot 6, Blk 2, USS 2083	
704	Residence	Early 1950s	?	KTZ-	Lot 5, Blk 2, USS 2083	<i>Fred Kowunna House</i>
705	Residence	Late 1930s or early 1940s	?	KTZ-	Lot 4, Blk 2, USS 2083	<i>John Greg House</i>
706	Residence	1940s	?	KTZ-	Lot 3, Blk 2, USS 2083	Ada Ward House
707	Mobile Home	Moved here in 1966	No		Lot 3, Blk 2, USS 2083	Frank Norton's Trailer
708	Residence	1956	No		Lot 2, Blk 2, USS 2083	Frank Norton House
709	Residence	1952	?	KTZ-	Lot 1, Blk 2, USS 2083	<i>Lena Norton House</i>

[Side street is Ocean Lane]

Street Number	Type	Built	NRHP Eligible	AHRS No.	Legal Description	Hist./Current Name
711	Residence	mid-1940s	?	KTZ-	Lot 22, Blk 1, USS 2083	<i>Jerry Coppock House</i>
711-B	Residence	1975	No		Lot 22, Blk 1, USS 2083	[HUD 500 house]
712	Residence	1970s	No		Lot 21, Blk 1, USS 2083	
714	Residence	1965	No		Lot 18, Blk 1, USS 2083	
714	Structure	1940s	?	KTZ-	Lot 18, Blk 1, USS 2083	<i>Ester Norton's Fish Rack</i>
714-A	Residence	1952	?	KTZ-	Lot 19, Blk 1, USS 2083	<i>Ester Norton House</i>
715-A	Commercial	1907	?	KTZ-	Lot 17, Blk 1, USS 2083	<i>Lockhardt Trading Post</i>
715-B	Residence	1940s	?	KTZ-	Lot 17, Blk 1, USS 2083	<i>Fred Norton House</i>
715-C	Residence	1900s	?	KTZ-	Lot 17, Blk 1, USS 2083	
716	Residence	1980	No		Lot 16, Blk 1, USS 2083	
717	Residence	1994	No		Lot 15, Blk 1, USS 2083	
718	Residence	1959	No		Lot 14, Blk 1, USS 2083	
719	Residence	1957	No		Lot 13, Blk 1, USS 2083	
720	Residence	1980	No		Lot 12, Blk 1, USS 2083	
721	Residence	1992	No		Lot 11, Blk 1, USS 2083	
723	Residence	Moved here 1946-47	?	KTZ-	Lot 9, Blk 1, USS 2083	<i>Enoco House</i>
724	Residence	Early 1960s	No		Lot 7, Blk 1, USS 2083	<i>Andrew Green House</i>
725	Residence	1953	?	KTZ-	Lot 6, Blk 1, USS 2083	
726	Comm/Resid		1962	No		Lot 5, Blk 1, USS 2083 <i>Wien Hotel</i>
727	Residence	Mid-1970s	No		Lot 4, Blk 1, USS 2083	
728	Residence	1968-1969	No		Lot 3, Blk 1, USS 2083	
729	Residence	1919	?	KTZ-	Lot 3, Blk 1, USS 2083	<i>Albert Harris House</i>
730	Residence	Moved here In 1966	No		Lot 2, Blk 1, USS 2083	
731	Comm/Resid		1970	No		Lot 1, Blk 1, USS 2083 <i>Crowley Dock Office</i>

Buildings, structures & objects less than 50 years old	=	65
Buildings, structures & objects about 50 or more years old	=	<u>42</u>
Total No. of Properties	=	107